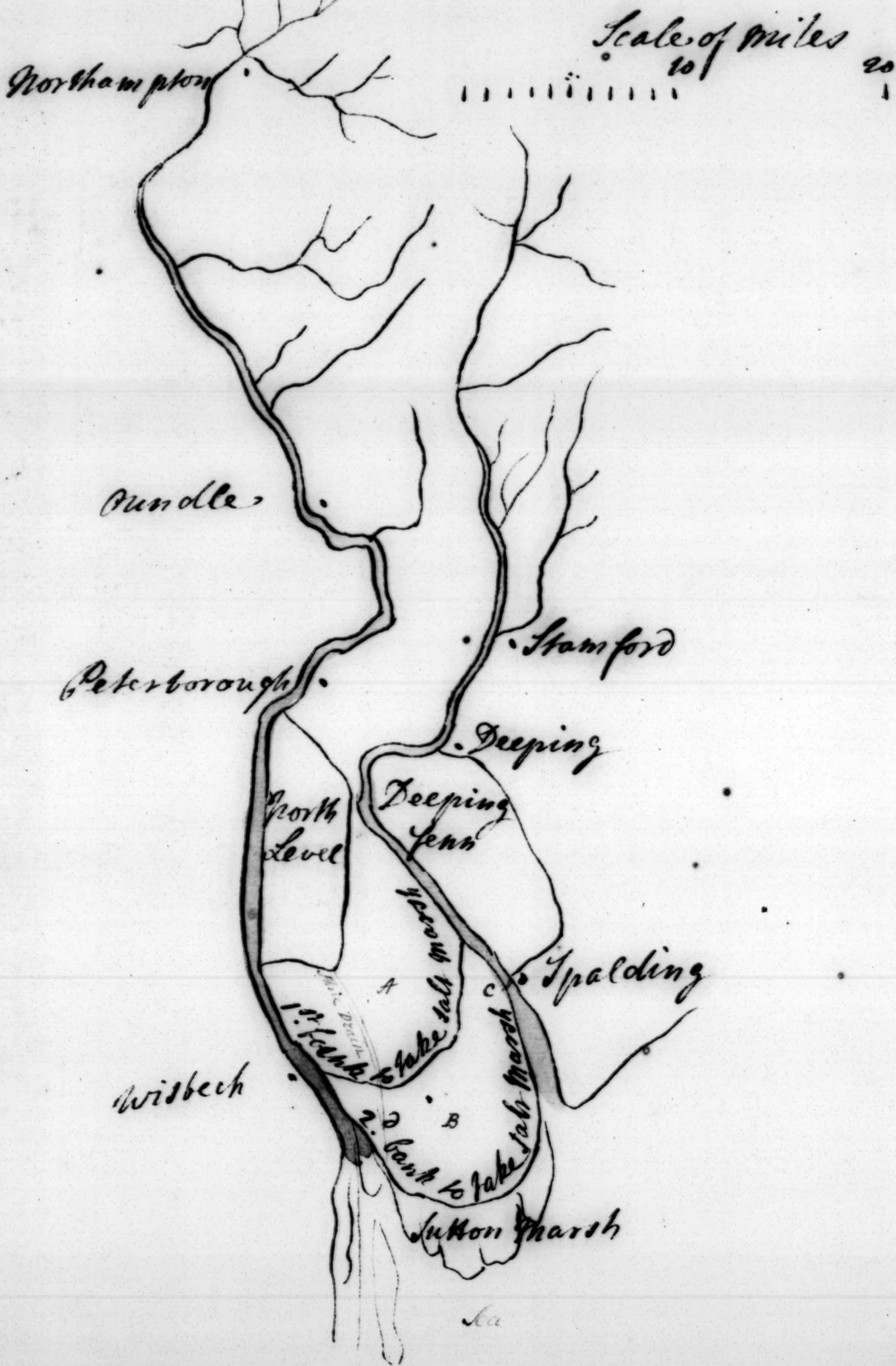
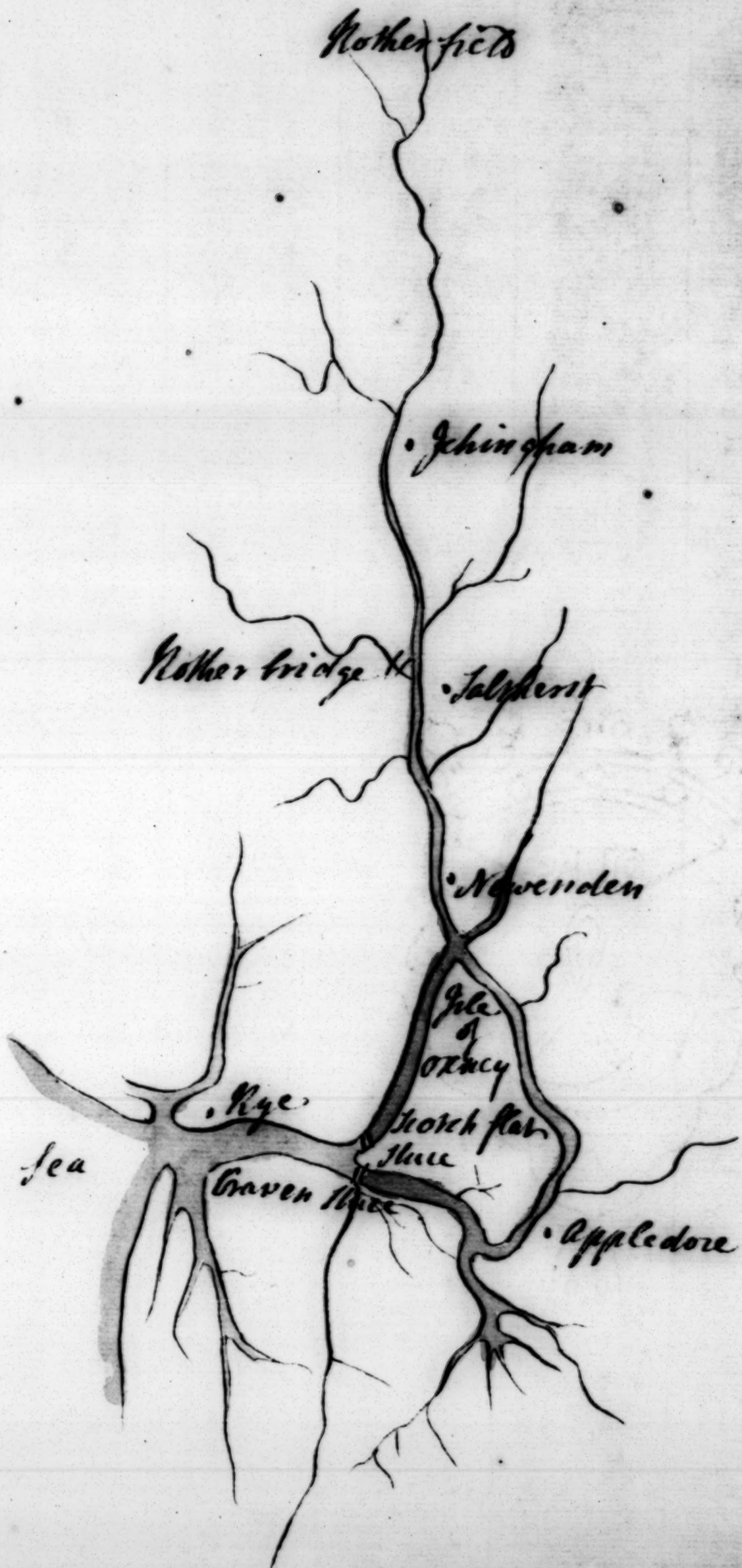


A Map of Wisbech & Spalding Rivers



Map of Rye Harbour & River



REASONS

Humbly offer'd to the Consideration of the

PUBLICK;

Shewing how the WORKS now executing
by Virtue of an

Act of PARLIAMENT

To recover and preserve the NAVIGATION of the

RIVER DEE,



Will destroy the NAVIGATION; and occasion
the Drowning of all the LOW LANDS adjacent to the said
RIVER.

FROM

OBSERVATIONS made on the SPOT;

AND

From INSTANCES of the ruinous Effects
like WORKS have had at the PORTS of

Lyn, Rye, Wisbech and Spalding.

With an Appendix.

Illustrated with a MAP of the RIVER DEE.

Lyn, Rye, Wisbech and Spalding. All Drawn by hand.

Fluminaq; obliquis cinxit declivia Ripis. Ovid

The Second Edition.

CHESTER,

Printed by ROGER ADAMS. [Price 2 s. 6 d.]

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THE P R E F A C E.



SIR William Dugdale's *History of Imbanking and Draining* gave occasion to my enquiring how far Imbanking and Navigation are consistent with each other; I have made considerable Progress in a *History on this Subject of all the Ports in England: That of the Navigation of Lynn in Norfolk and of Draining in the great Level of the Fenns adjacent to that River, I have Published.* The Imbanking and Draining there, being done contrary to the Rules of Draining hath highly prejudiced the Navigation of Lynn, and totally drowned the Country, that was before good Summer Land, and which the Adventurers undertook to make good Winter Land. Instead of letting the River run in the lowest part as Nature had made it, and Imbanking it; the Undertakers for draining Cut a strait Canal of a high Situation, and made a Dam, and set down a Sluce cross the old deep River to force the Waters into the new shallow Canal, which Works in two Years time occasion'd the total drowning of the Country they undertook to Drain, and almost destroy'd the Navigation of Lynn. That Corporation and that of Cambridge were very sensible of their Danger and Petition'd the Commissioners [appointed by the Act of Parliament to be Judges between the Country and the Undertakers] against the Fenn drainer's Dams and strait Cuts: And the Commissioners promis'd that if they did any prejudice they should be remov'd. But when once they were executed they could never get them remov'd, tho' they often petition'd the Parliament. (N. B. The Petitions of Lynn and Cambridge to the Commissioners, and the Commissioners Answers are printed at the End of these Papers.) Works of the same Nature as those done at Lynn having been done also at Wisbech and Spalding have had the same ill Effects. And the Imbanking of Salt-Marshes at Rye, Ipswich, Wells, &c. have prov'd destructive to those Ports. The Works at those Places were done for the gaining of Land, and were never pretended to be done for the benefit of Navigation, but here the same sort of Work is pretended to be done for the Benefit of Navigation only! This is the only Port in England that has had a Work of this kind carried on for that End! Indeed I had great reason to believe it would not have been carried into Execution; and when it was, it was expected, it would have been done according to the Act of Parliament, which says that "a Causeway should not be made cross the River, to raise " or obstruct the current of the River, but the Cut should be Deep enough to receive the fresh Waters.

When I came to Chester in my way for Ireland, where business calls me, I was surpris'd to find a Causeway was making cross the old River, while the new Canal, is so very Shallow and of so high a Situation, that an ordinary Spring-Tide will scarcely reach its bottom; and knowing from long Experience and from parallel Instances of the mischievous effects that Works of this kind have had in other Ports, I thought it my Duty, (more especially as I am writing the History of all our Ports,) to apprize the Citizens of Chester, and the Land Owners adjacent

The P R E F A C E.

adjacent to the River of the consequences that may attend these Works; That so they may not be impos'd upon by the popular noise of a Navigation, when the latent design seems to be the gaining great quantities of Land from the Sea; and do a Work, and that too, contrary to the Act of Parliament, that will infallibly destroy the Navigation of so useful a Port, as is the City of Chester, to the manifest prejudice of both Kingdoms; and also will drown the Low Lands adjacent to the River Dee, now rich Meadow and Pasture, perhaps greater in quantity than all the White Sands intended to be Inned.

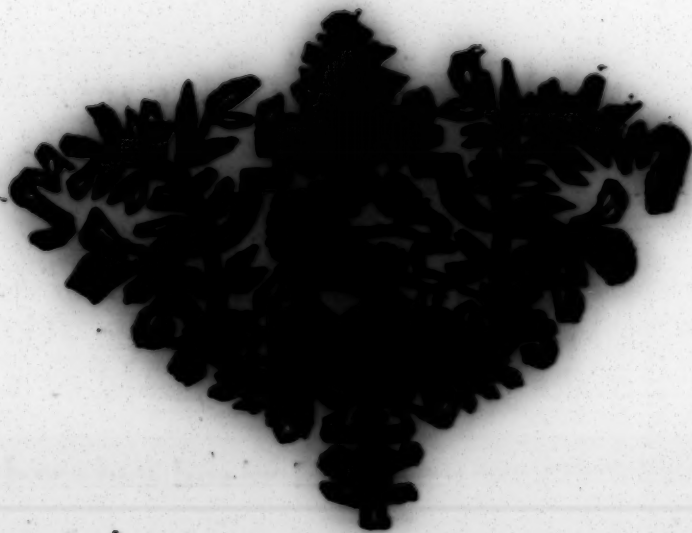
If once the Dam be perfected cross the old River the new One will never be Navigable for Ships, and the old One will Silt up so fast that it can never be recover'd again; for so you will find by these Papers it happen'd to the Ports of Lynn, Rye, Wisbech and Spalding. Why then should the Experiment of a Work be tryed here against the Act of Parliament and against all the Rules of Navigation and Draining, when it has been tryed at so many Ports, and has destroy'd or highly prejudic'd the Navigation of every Place; and totally drown'd the Country adjacent to those Rivers, especially when a natural and easy Method may be taken to make the Navigation good and certain, and that too, at so easy an expence that the Tonnage for a term of Years only, would pay off the Charge?

As I publish these Papers purely for the publick Good; whenever the Publick shall require it, a Scheme shall be produc'd, for the recovering and preserving the Navigation of the River Dee, with the Approbation of our chief Engineers and Drainers, our Admirals, Trinity-House and Royal-Society.

As so many of our Ports have been destroy'd thro' ignorance, or design, and since such great and learned Engineers, as Sir Cornelius Vermuyden, Colonel Dodson, Captain Lovel, Captain Perry and Others, have sometimes done Mischief to Navigation and Draining, by Works which they confidently Asserted would do good; no Man's single Judgment ought to be taken, and no Scheme of this Publick Nature, ought to be Executed without such general Approbation first had. I had the Opinion of most of them for a Scheme for recovering the Harbour of Bideford; and I succeeded in the Execution of it. And their general Opinion was had for the Scheme for recovering the Harbour of Lynn, &c.

November 15, 1735.

THOMAS BADESLADE.



R E A S O N S

Humbly offer'd to the Consideration of the

P U B L I C K,

Shewing why the **WORKS** now executing by Virtue of an *Act of Parliament* to recover and preserve the Navigation of the River Dee, will destroy the Navigation; and occasion the Drowning all the Low-Lands adjacent to the River, &c.

I Have observ'd, that the bottom of the *Canal* cut thro' the Salt-Marshes to receive the Waters of the River is of so high a situation, that a Spring-Tide which flow'd Eleven Inches higher than the *Causeway* at *Chester*, flow'd but Three Foot high at *Stowbridge-Gutter* in *Saltney-Marsh*, and but Three Inches high at the Cross Bank in the New cut Canal, which Bank is *Eight measured Miles* from *Chester Causeway* by *Mr. Mackay's Map*; and the bottom of the Canal there was not Eighteen Inches under Water, therefore the bottom of the Canal at that Place is but Ten Inches lower than the top of the *Causeway*.—Water requires at least Six Inches in one Mile's descent to flow or move at all [the old Chancel has two Foot per Mile's descent] therefore when the River *Dee* is forc'd into this Canal, by a *Causeway* cross the old River before the Water can reach the farther end of it, 'twill rise near Four Foot above the *Causeway* at least; and continue to be that height above it; because as the greatest length of the Canal is cut thro' a strong Soil, it is hardly practicable by any forceable Scours to grind it deeper, utterly impossible for the fresh Waters with their ordinary run to do it; and the Spring-Tides will fill the Canal up, not grind it deeper.

BUT indeed high Spring-Tides only, can flow thro' this Canal, the bottom toward the end of the Copp being Thirty Foot higher than the bottom of the old Chancel at *Park-Gate*; which the Soundings of the River in *Mr. Mackay's Map* witness, and hence a Spring-Tide that puts any Water up into the Canal, will Ebb out again before the Tide in the Old-River is fallen off the *White-Sands*, and will therefore drop it's Silt, and not grind the Canal; nor can it grind the Chancel that is to lead the fresh Waters towards the Sea from the end of the Cut, because all the Tide-Waters will slide out of the Canal before the Sands are bare, to receive it into any Chancel.

As there is no possibility of a Canal of so great length and of such an ascending situation to be ground deeper by the fresh Water, while every Spring-Tide will be silting it up, there can never be any Navigation thro' the Canal; an ordinary Spring-Tide not flowing Two Foot higher, than its bottom. And when by a *Causeway* or *Dam* made cross the Old-River, the Chancel is

depriv'd of its wonted Stock of Back-Waters, it will soon be filted up to the height of the other Sands [the Undertakers expect it will grow up one Inch every Tide] infomuch that in a Year or two's time no *Ship* can be brought to *Park-Gate*: And *Hyle-Lake* and the *Barr* will be so choak'd by the Flood bringing in *Hyle-Sand*, and the *Ebb* being rendered too weak to carry it out, that no *Ship* will be brought over one or thro' the other in 4 or 5 Years time. (N. B. *Lynn River and Outfall* was choak'd up in Two Years after like Works were done there) and therefore the making a *Dam* cross the old *River* and forcing its Waters into the high situated new Canal will inevitably destroy the Navigation of *Chester*, and prejudice that of *Liverpool*; and will occasion the Drowning and making *Fenns* of all the Meadow Land and flat Country above and below *Chester Bridge*: A Scope of Country perhaps larger than all the *White Sands* intended to be Inned.

AND that these unnatural Works, will produce these unnatural Effects may be conceived from considering.——That as the *Barr*, *Hyle Lake* and the present *Chanel* is kept *Navigable* by the rapid Flow and great Weight of the *Spring Tides* from *Sea* in their Indraft toward *Chester* and into the *River* above the *Causeway*, and into the *Creeks* in the *Salt-Marshes*, and by the forcible *Ebb* of that Water back again in the *Compass* of the *Chanel*; most of it returning with great Velocity from a great Height, the high Water toward *Chester* being in an ordinary *Spring Tide* sixty Foot higher than the bottom of the *River* towards its Mouth or in *Hyle-Lake*; and it being by the *Tides* *Ebbing* away nearly Low-Water in *Hyle-Lake*, by the time it is High Water at *Chester*, the said Tide Waters in their fall back to *Sea* drives out the Sands and keeps *Hyle-Lake* and the *Barr* *Navigable*: And the Waters put up into the *Creeks* of the *Salt-Marshes*, and that soaking thro' the *White-Sands* into the *Chanel*, joining to the *Fresh Waters* of the *River*, and all running in the *Compass* of the *Low-Water Chanel* keeps it tolerably open upwards: From hence 'tis plain that the consequence of turning the *Fresh Waters* and the *Tides* into a narrow and shallow Canal, and *Imbanking* and taking from the *Sea*, all *Saltney-Marsh*, and the *White-Sands*, which will hinder such Flow and *Reflow* of Waters as now preserve the *Navigation* to *Sea-ward*, will be, that the *Chanel*, *Hyle-Lake*, and the *Barr*, will be filted up.

“ Sir *Cornelius Vermuyden*, writing of *Boston Deep*s, saith, That the Flood and *Ebb* of the *Sea* maintain it. It is not, says he, the *River* of *Welland*, (or *Spalding*) and that of *Boston* could do it, they are but small Waters, and the less powerful when they came abroad into a vast Place, where they are not to be Discerned; so that, if it were not for the *Ebbs* of the *Sea*, it would soon Decay. The same I say of *Hyle-Lake*, &c.

THO' this Argument alone proves the Prejudice that must ensue to the *Navigation* of *Chester*, yet as shewing the Effects that Works like these have had in other Ports may be more convincing, I shall shew,

FIRST. That if a *Causeway* or *Dam* be made cross the *Old-Chanel* and the *River Dee* be forc'd into the high situated *New-Canal*, the *Navigation* to *Chester* will be destroy'd; and the *Low-Country* adjacent to the *River* be drown'd by the *Freshes*, and be made *Fenns*, from a parrallel Instance in the *Port* of *Lynn* in *Norfolk*.

SECONDLY. That if *Saltney-Marsh* be so *Imbank'd* as to keep the Tide out of the *Creeks*, and the *White-Sands* be Inned from the *Sea*, the *Navigation* to *Chester* will be destroy'd from a parrallel Instance in the *Harbour* of *Rye* in *Sussex*.

THIRDLY. That after *Saltney-Marsh* is *Imbank'd*, and the *White-Sands* are gained from the *Sea*, not only the *Navigation* will be lost, but also the *Low-Lands* above *Chester* adjacent to the *River Dee* — The *Roodee*, *Saltney-Marsh*, and the *Low-Lands* adjoining to it, will all be surrounded by the *Freshes*, and their own downfall Waters, and become *Fenns*; from Instances of parrallel Cases at *Wisbech* in the *Isle* of *Ely*, and *Spalding* in *Lincolnshire*.

FIRST. *Lynn in Norfolk* is a Port capable of the greatest *Inn-Land Navigation* of any in *England*, it's main River being 160 Miles in length, and it has many *Navigable Branches*: Is the *Sewer* of seven Counties and is suppl'd with perhaps ten Times more fresh Water than the River *Dee*, and was so deep that the *Tide Flow'd* five Hours and half, and *Ebb'd* six Hours and half at *Lynn*.

BUT a strait and shallow Canal was Cutt, about Twenty Miles in length from *Erith* to *Salters-Lode*, and a Dam and Sluice was made cross the old River at *Salters-Lode*, call'd *Denver-Sluice*, to turn the *Fresh-Waters* and *Tides* out of their Low Situation into a high One, in pursuance of a Scheme to Drain the Country; not a Scheme to better the Navigation. After those Works were perfected, the River to *Seaward*, from the End of that Canal, was in Two Years time so choak'd up with Sea Sand, that the *Low-water-Mark*, which was before Fourteen Foot lower than the surface of the Land, grew up Two Foot higher than the Land, and the *Chanel* and *Sands* to *Seaward* also in Two Years time grew up so much, that Ships could hardly Sail to *Lynn* with a *Spring-Tide*, which before could turn up with a *Neap Tide*. And Ships which before rode in *Twelve Foot-Water* at *Low-Water* near the *Key*, in Two Years after, lay Dry. And as the River was so Silted up that the *Low-Water Mark* was Two Foot higher than the Soil of the adjacent Lands, they could not run their downfall Waters into the River; so that many Thousand Acres of that very Land which the *Undertakers* pretended they would keep Dry in all Seasons, by means of that new Canal, became totally Drowned: And Sixty Thousand Acres of other Land in the Province of *Marsh-Land*, and in the Hundreds of *Freebridge* and *Clackclose*, between the lower end of the new Cut and the Sea, which was before higher above *Low-Water-Mark* there, than *Saltney-March* or any of the *Flat Country* adjacent to the River *Dee*, are here, became *Fens*. And this prejudice to the *Navigation* and *Draining* was occasion'd by a Dam and Sluice made cross the Old River, turning the *Fresh-Waters* and *Tides* into a Canal of a high Situation and between Banks, whereby the *Indraft* of the *Tides* from Sea was stop'd, and the Harbour was deprived of the great Stock of *Sea-Water*; which used before to Flow and Reflow thro' it.

See the Map of
Lynn River

THE Corporation of *Lynn* and *Cambridge*, &c. have at several different times Petition'd the *Parliament* for Relief but without Success: Not long since I was employ'd by all Parties to draw up a *State of the Case*; and it was agreed by all Parties that the shallow Canal should be deserted, and the Dam and Sluice cross the Old River taken away, and the Waters be turned into their old Course: But it was found that the old Course of the River was so choak'd up, that they could not find way's and means to raise Money enough to do the Work. And *Lynn* and *Cambridge* could not procure an *Act of Parliament* to oblige the *Adventurers* who had done the Mischief to be at the Charge, and so nothing was done.

THAT River was prejudic'd by turning its Waters into a strait Canal of a high Situation, without taking *Salt-Marshes* from it, or laving the *White-Sands*: How much more the River *Dee* which has not one Tenth part of the *Fresh Waters* will be prejudic'd than That, here being not only a like Work to be done, but also *Salt-Marshes* to be Imbank'd and the *Tides* shut out of its *Creeks*, and all the *White-Sands* to be taken from the Sea, must needs appear very plain — Yet may be more apparent from the Case of the Harbour of *Rye*.

Case the Second. The River at *Rye* its Harbour and Outfall were kept so deep and open by the Flow and Reflow of the *Tides* thro' the River, and thro' the Creeks of a great Extent of *Salt-Marshes*, that Ships rode, and the whole *Royal-Navy* may have Rode in that Haven, in Seven Fathom of Water, at *Low-Water*. But not many Years since those *Marshes* were Imbank'd, and Sluices were set down cross their *Channels*, call'd, *Craven-Sluice* and *Scotflat-Sluice*, which

*Map of
Harbour*

which hindr'd the *Flow and Reflow* of the *Tides*, in consequence whereof the *Sea-Sand* soon *Silted* the *Harbour* quite up; so that tho' the *Corporation of Rye*, upon *Petitioning* the *Parliament* more than once, at last obtain'd an *Act* in the Year 1721, to remove all *Obstructions*, yet They found the *Harbour* was too much choak'd to be *Recover'd*, by any *Money* they could raise by the *Tonnage* granted by the *Act*. And *Carriages* now go over where *Ships* us'd to *Ride* in *Seven Fathom* of *Water* at *Low-Water*. — From parity of Reason soon after the *Causeway* or *Dam* is made cross the *Old-River* at *Chester*, and the *Fresh-Waters* are turn'd into the *New Canal* which is of so high a *Situation*, that it is a worse *Dam* against the *Tides* and *Freshes* than any *Sluice* can be, because its bottom is too high to let ordinary *Spring-Tides* put much *Water* up into it, and too high to let the *Freshes* run quite out of the *River*, whereas the *Sluces* at *Rye*, open'd when the *Tide* *Ebb'd* away, and let the *Fresh-waters* out; and yet, tho' by this means they had the force of a *Scour*, they could not keep that *Chanel* deep, which was deep before the *Sluces* were set down cross it — so that the *Harbour* was soon *Silted* up and lost. — Therefore when the *Salt-marshes* and *White-Sands* belonging to *Chester-River* are *Imbank'd*, of necessity *Hyle-Lake* and the *Barr* must grow up, and the *NAVIGATION* be destroy'd for want of a sufficient *Flow and Reflow* of the *Tide-water* to keep them open, in like manner as did the *Outfall of Rye*.

And that all the *Low-lands* adjacent to the *River* will be *Drowned*, and even those *White-Sands* which the *Undertakers* shall first *Gain* from the *Sea* will become *Fenns*, will appear from the *Case* of the *Low-Lands* about *Wisbech* and *Spalding*. — In these *Places* and at *Lynn* the *Undertakers* for *draining* the *Country*, as soon as they had (more by fraud than desert) got a *Title* to the *Lands* they were to have as a *Reward* for their *Undertaking*, *Sold* what they could of it; reserving to themselves, as a *Corporation* a *Power* to raise on those *Lands* a *Tax* from *Four-pence* to *Eleven-Groats* an *Acre per Annum* to defray the *Charge* of maintaining *Banks* and *Drains*, upon *Nonpayment* the said *Lands* to be forfeited to the *Corporation*. The *Land* so bought, in a short time became so *Drowned*, and continued to be so, that the *Purchasers* forfeited it, rather than pay a *Tax* for *Land* they could not hope to receive any *Profit* from. And that this will be the case here of the *Lands* which the *Undertakers* shall first gain from the *Sea*, will I say appear from the state of the *Low-Lands* about *Wisbech*, &c.

Case the Third. *Wisbech-River* was cut *Strait* from *Peterborough* toward *Wisbech*, and *Imbanked* about *Fourteen Miles* in *Length* to keep the *Water* off the *Isle of Ely*, not to better the *Navigation* of *Wisbech*: There *Drain'd* into that *River*, the *Waters* of the *North-Level*, a *Country* so richly *Fruitful*, that in the midst of it, was situated the famous *Abby of Thorney*: Long ago, and at this time, the *Strait cut* is grown up so much, that *Low-water-mark* in it, is above *Four-Foot* higher than the *Surface* of the *Lands* in the *North-Level*, and to *Drain* that *Country* a *Cut* or *Drain* was made lower down to *Sea*, call'd *Shire-drain*. Below the *North-Level*, were *Salt-Marshes* taken Inn long ago; viz(A) And since, other *Salt-Marshes* have been taken Inn between those and the *Sea*; viz(B) And now, only the *Land* last taken Inn is *Dry*; The other *Fenns*, are drained by *Mills*, their *Downfall Waters* not having sufficient vent to *Sea*, the *River* being silted up too high to receive them: In the Year 1719 another *Salt-Marsh* at the Mouth of *Wisbech River*, called *Sutton-Marsh*, was attempted to be *Imbank'd* from the *Sea*, but the *Country Gentlemen*, and the *Corporation of Adventurers* for *Draining* the *Fenns* Adjacent to that *River*, *Petitioned* the *Parliament* against it: The *Petition* sets forth, That it having been found by *Experience*, that the *Imbanking* of *Salt-Marshes* had been prejudicial to the *River*, the *Petitioners* apprehended, if this *Salt-Marsh* should be taken from the *Sea*, the *Outfall* would be so choaked up for want of a sufficient quantity

*Map of
Wich River*

quantity of *Back Water*, that none of the Adjacent *Low-Lands* could Drain by that *River*, and the *Navigation of Wisbech* would receive new prejudice.

N. B. *The said Marsh is not Imbank'd.*

T H E ill Consequences of taking Inn *Salt-Marshes*, will more fully appear from the Case of *Deeping Fenns*.

Case the Fourth. *Deeping Fenns*, is a Country situate above *Spalding* in *Lincolnshire*, antiently good *Meadow* and *Pasture*; but in process of Time the *Salt-Marshes* lying between that Country and the *Sea*, were Imbank'd for Seven Miles in Length, by which means the *Sea* was shut out of all the *Creeks* in the *Salt-Marshes*, and the *River* was confin'd in a narrow Course between *Banks*. Now; and for many Years since, the *Low Water-Mark* in that *River* is much higher than the Surface of *Deeping Fenns*; and a larger Country is Drowned, caused by those *Salt-Marshes* being Imbank'd, than the *Salt-Marshes* contain; and this Country is but Seven Miles from the *Sea*. This shews that the first Land which the *Undertakers* at *Chester* shall gain, and which is Twenty Miles from *Sea* will be made a *Fenn* by the next *Salt-Marsh* that shall be taken Inn, and that Land a *Fenn* by the next *Salt-Marshes* that shall be taken Inn; so that at long run none will be good for any thing, but the last taken Inn. — Expensive attempts have been made to retrieve *Deeping Fenns* but in vain. After one *Capt. Lovel* fail'd, an *Earl of Exeter* undertook it; and finding the *River* was filted up too high to receive *Deeping-Fenn Waters*, he made *Tunnells* under the *River* and made a *Drain* thro' the Inland Country to the *Sea-Bank* and so to *Sea*, without Success.

About the Year 1730, *Capt. Perry* undertook to Drain that Country, the Method he took was — By *Sluices* set down cross the *River* above *Spalding*, to hold up, between the *Banks* of the *River*, the *Fresh-Waters* to a considerable height; and to take in, and hold up high *Spring-Tides* (for ordinary *Tides* could not reach him) and to let the *Scour* off when the *Tide* was Ebb'd out of the *River*. The *Proprietors* had great *Expectations*, but when the *Scour* was let off it only pool'd a depth near the *Sluice*, and threw up a *Barr of Sand* a little beyond; and tho' the *Capt.* us'd *Porcupines* and other Devices to move the *Sand*, yet it subsided again at a small distance and could not be driven out to *Sea* by the force of his *Scour*, tho' the *River* is narrow, and but seven Miles long from the *Sluice* to the *Sea*. So that after an Expence of about six Thousand Pounds the Work was given over.

This proves that no artificial *Scour* can grind and carry *Sand* such a length of way, and that no less Force than the *Tides* bringing in a great height, and consequently great weight of Water, and rapidly *Flowing* and *Reflowing* thro' large Receptacles can keep a *River* to *Sea-ward* deep and open: And hence it is demonstrable that the *New-Canal* of *Chester* can never be *Scour'd* deeper than it is *Cut* at first, but instead thereof must be rais'd higher and higher by the *Silt* left by the *Spring-Tides*, and the *Sediments* left by the *Land-Floods*; and by those means its Bottom will grow higher than *Saltney-Marsh* to the ruin of *Navigation*, and to the total Drowning the *Low-Country*. For so it has prov'd in the Imbank'd *Canals* at *Lynn*, *Wisbech* and *Spalding*, they have all of them grown up in this manner; and the *Fore-lands* between the *Banks* are rais'd or grown up several Foot higher than the Surface of the *Land* on the other side of the *Banks*.

As *Works* of the same kind as those executing at *Chester* have had like destructive Effects in all the *Ports* where they have been done; as the turning the *Fresh* and *Sea-Waters* out of Broad *Rivers* into Narrow Strait Imbank'd *Canals* have been destructive of the *Navigation* of those *Ports*; and the Inning of *Salt-Marshes* have been the occasion of the *Flat Country* adjacent to those *Rivers* being drown'd by the *High-Country-Waters* and their own downfall, for want of a Vent for them to *Sea-ward*, their *Rivers* being filted up too high to receive them; and as the same Cause must necessarily produce

duce the same Effect here, that it has done in other *Places*, it is Demonstrable that the *Works now Executing at Chester will utterly destroy the Navigation over the Barr, thro' Hyle-Lake, and upon the River Dee*; and will also by silting up the *Outfall* hold up the *River Water* so high that the *Down-fall-Waters* of the *Low-Lands* cannot run into it, and in consequence thereof all the *Meadow Land* above *Chester* bordering on the *River Dee*, and extending from *Eaton* toward *Holt* and *Bangor*, will be *Drowned* and made *Fenns* — will make a *Fenn* of the *Roodee* by the *soak* of the *River* thro' the *Banks*, and by its own *Downfall* — will stop the *Mills* at the *Causeway* from *Working* — Will also cause *Saltney-Marsh* and all the *Low-Lands* on that side the *Country* to be overflow'd by the *Freshes*, and their own *Downfall-Waters*, viz. *Broderton-Bridge*, *Duddestone*, *Breton-Hall*, *Lachees*, *Rake-Moor*, *Breton-Mannor*, *Mancott*, *Ashton-Townfield*, *Shotton-Townfield*, *Wepra*, &c. And also the *First Land Imbank'd* by the *Undertakers* will soon become a *Fenn*, as is now the *Land* first taken *Inn* at *Wisbech*, &c.

So that besides the *Navigation* of *Chester's* being lost, and that of *Liverpool* prejudic'd, by *Horse Chanel* being *Silted* up, and the *Road* of *Hyle-Lake* in which the *Kings Ships* have been wont to ride destroy'd, to the prejudice of the *Government*; a *Fruitful Country* larger perhaps than all the *White Sand*, intended to be *Imbank'd* will be *drowned* and render'd unprofitable.

As the *Mischiefs* done to *Lyn*, *Rye*, *Wisbech*, *Spalding*, and some other *Ports* shews that this will inevitably be the *Case* at *Chester*, if the *Works* now in prosecution be perfected, and the *Dam* or *Causeway* cross the *Old River* stands: And as the *Act of Parliament* expressly provides "That the Undertakers shall not make any *Causeway* below *Bridge* so as either to raise or obstruct the *Current* of the *River*. For these Reasons the *Causeway* ought not to be made at all; but the *New-Canal* ought to be dug deep enough to receive the *Fresh Waters* without their being forc'd into it, if they will execute so pernicious a Scheme. And as the *Tonnage* only would have been a sufficient Reward for the Charge of Executing a Natural Scheme to recover and preserve the *Navigation* of the *River Dee*, surely the *Tonnage* and the Profits of the *Salt-Marshes* and *white Sands* when *Inned* will according to their Calculation of the future Profits be ample Reward for the Charge of Executing this Artificial Scheme, and digging the *Canal* to the depth requir'd by the *Act of Parliament*.

F I N I S.

APPENDIX.

To the Honourable *William Lentball*, Esq; Speaker of the Parliament; to the Lord Commissioner and Keeper of the Great Seal, the Judges of the Bench and Common-Pleas, and Baron of the Court of *Exchequer*; *William* Earl of *Salisbury*, and the rest of the Gentlemen, that are Commissioners for the Draining of the Great Level of the *Fens*, as by Act of Parliament the 29th of *May*, 1649.

The Humble PETITION of the Mayor, Aldermen, and Common-Council of the Town of *Lynn* in *Norfolk*.

SHEWETH,

“ **T**HAT the Town of *Lynn* hath been, and is a very ancient Port
“ Town, and the Inhabitants there have no other livelyhood but by
“ Navigation; and whereas they were informed that the Earl of *Bed-*
“ *ford* and his Participants have resolved to set Sluices over the River *Ouse*
“ by *Denver*, or thereabouts, which will utterly destroy Navigation at *Lynn*,
“ and into seven or eight Countries unto which the River of *Ouse* brancheth
“ itself: For it must be taken for granted, that the Flood cannot flow higher
“ up the River than the Sluices; whereas now it flows up to *Harrimer*, which
“ is Twenty Miles above the Sluices, and there it maketh two foot Water e-
“ very Spring-Tide; and the River of *Ouse* being fill’d with the Flood twice
“ every 24 Hours, comes down with such a force, having the weight of the
“ freshes upon the Flood, that it Scours not only the River of *Ouse*, but *Lyn-*
“ *Haven* ten Miles to Seaward from *Lyn*; so that by that means our Haven
“ and Rivers are very Navigable; and if the Flood-Tide be not suffered to
“ flow as high as formerly it hath done, doubtless our Navigation from *Lenne*
“ to *Sea*, and from *Lenne* to *Cambridge*, and to other Countries, will be ut-
“ terly lost, and of no use at all; so that it will not only be the ruin of your
“ Petitioners, but the Undoing of many in several Countries.

THEY most humbly Pray, that there may be no Sluices set upon the River of *Ouse* to hinder Navigation; and they shall ever Pray, &c.

ALSO, this day Mr. Mayor and Mr. Robinson, reported the Answer of the abovesaid Commissioners to the said Petition, which was to this Effect:

THAT nothing should be done to the prejudice of the Navigation of *Lenne*, and *Cambridge*; and that if the said Sluices were to the prejudice of Navigation, they should be pulled up again.

A Petition was also delivered from the Corporations of the Town and University of *Cambridge*, as followeth:

A Copy of a Petition delivered by Thomas Buck, on the behalf of the University and Town of Cambridge, unto the Lords and other Commissioners for draining the great Level of the Fenns, at their meeting and Session at Peterburgh, upon the 24th day of March, Ann. 1650.

To the Right Honourable the Lords, and other the Commissioners for the Draining the Great Level of the Fenns: The Humble Petition of the Vice-Chancellor and Heads of Colleges in the University of Cambridge, together with the Mayor and Aldermen of the Town of Cambridge.

SHEWETH,

“ **T**HAT whereas by an Act for the draining of the Great Level of the Fenns, bearing date the 29th of May 1649, it is order’d, that the said work, so much tending to the publick Good, may proceed and be Prosecuted with Justice, Equity, and Effect; and whereas it is in the same Act in Special provided, that the said Work be done without Prejudice to the Navigation in certain Rivers therein named; whereof the Rivers of Grant and Ouse are two, Principally considered: Your Petitioners being informed by the Works already begun, and intended to be Prosecuted, the Navigation in the said two Rivers, as to the Conveyance from Cambridge to the Town of Lenne, and from Lenne thither, will be thereby either wholly taken away, or very much obstructed; in regard the said River of Ouse, which by its joining itself with the River of Grant, doth many ways maintain the said Navigation, will be altogether, or in great part, diverted to another Course; as likewise the Navigation between the Town of Cambridge and the Town of St. Ives, Huntingdon, and divers others by the River of Ouse, will be greatly interrupted; whereby not only the said University and Town of Cambridge will be wholly undone, and all the adjacent Countries greatly damnify’d and Impoverish’d, but also a great Prejudice will thereby befall to a great part of this whole Nation, by the Stoppage of the General Commerce at Sturbridge Fair.

“ **Y**OUR Petitioners therefore holding themselves bound by their utmost endeavours to keep off so great a Mischief and Ruin, and so far as in them lyeth to acquit themselves unto Posterity that they have discharged their duty herein, do Humbly beseech your Honours to take the premises into your Serious and timely Consideration, and to take such Order, that sufficient Security may be given, and such Provision made, that we and our Successors may have cause to bless your Care and Justice, and to pray for all Advancement to the Work.

And your Petitioners shall, &c.

*Benj. Whichcot, Procan-
Will. Bryan, Mayor.*

A Copy of an Order then made by the said Commissioners, upon their serious Consideration of the said Petition.

“ **U**PON serious Consideration thereof the Commissioners do declare, that the Undertakers are to take special Care of Navigation at their Peril, the Act of Parliament having so provided for the Preservation of the same. And in case the said Undertakers should miscarry therein, the

“ the Commissioners will then Proceed to give Satisfaction according to the Power given by the said Act, answerable to the Damage the said University and Town shall receive thereby.

AND the Adventurers gave Security, that they would not prejudice Navigation.

HAVING these Assurances given by Commissioners, appointed by Act of Parliament to be Judges between the Undertakers and the Country, &c. and having Security from the Undertakers, the Corporation of Lenne and of the University and Town of Cambridge could not avoid Submitting, tho’ fearing the Consequence they with impatience waited the Event.

AND the Undertakers for the General Draining of the Fens proceeded to erect Sluices, (saith Sir William Dugdale) upon the River of Great Ouse, near Salters-lode, beneath the Mouths of all the Navigable Rivers that have their Course thro’ the South Division of the Fens, viz. Grant, Mildenhall, Brandon, and Stoke, that fell into Ouse: Whereby the Passage of the Tide into all the said Rivers, which were wont to be filled twice in every 24 Hours, was wholly kept out for at least 26 Miles of their usual Flow.

The Adventurers executed these Works,

1. Contrary to all the Rules of Draining.

2. Against the Opinion of the most knowing and Judicious Artists of those Times: Some of them averr’d, that it was impossible to Drain by Sluices; and declared that the Undertakers must in Time desert those Artificial Works, and Intank the natural Rivers. But to save the Charge of making and maintaining such Banks, tho’ they had 95,000 Acres given to them and their Heirs for ever, to enable them to bear such Charge, they built Denver Dam and Sluices, and turned the River into a strait Canal, &c. by a Decree of their Corporation, (Anno 1650,) the Majority but one single Vote.

No sooner where these Sluices erected, and the Tides by them shut out of their ancient Receptacles, (viz) the Rivers Ouse, Stoke, Brandon, Mildenhall and Grant, that they flow’d into before, and fill’d Twice in every Twenty Four Hours; which great Quantity of Water, in its Return back to Sea, followed by the fresh Waters, kept the River, Haven and Chanel open in the same Manner as the Tides and Freshes keep open the Thames, Humber, and all other great Rivers:

I say, no sooner were these Sluices erected, but for want of their usual great Stock of Back Water to ebb through them, they immediately filted up from the said Sluices quite to Sea. Infomuch,

1. That in Two Years time Ships could not Sail between the Sea and Lynn, but with Spring-Tides only: Whereas before the could with Neap-Tides.

2. In the Haven there was but the Depth of Two Feet at Low-water, where Ships us’d to ride in the Depth of Twelve Feet at Low-water.

3. The River between Lynn and the Sluice, had its Bottom rais’d with Sand Ten Feet High in Two Years Time, and remain’d so, as appear’d by sounding the River near Salters-lode, at a View of the Commissioners of Sewers, in Presence of the late Sir H. Hobart, Sir J. Turner, R. Walpole, Esq; &c. In Consequence whereof, there could be no Inland Navigation but with Spring Tides only; and then with flat Bottom Boats of small Burthen only (where large Keels were formerly used.) So prejudicial was this strait Cut and these Sluices, &c. to Navigation.

And to Draining, they were more pernicious; for the Land-waters could not get to Sea, the River on Lynn Side the Sluices being filted up too high to receive their Waters; so that the Level of the Fens in its Downfall Water, and by Breaches of the new Bedford Banks, became entirely drown’d, infomuch

that the Inhabitants sustained Losses to the Value of 100,000 Pounds and upwards, to the utter Ruin of many of them, as the Case of the Land-holders set forth: — And the Petition of the Province *Marsh-Land*, and the Hundreds and Parts adjacent to the River *Ouse*, between the Fenns and *Lynn*, complained of their being grievously annoyed with Water.

Thus *Spring-Tides* and *Land-floods*, which keep open and naturally maintain the *deep* and *wide Channels* of *Thames*, *Humber*, &c. and which us'd to keep open the *Ouse*, do now by means of these Works choak it up, insomuch that the Bottom of the *Ouse* (which was before the Adventureship 14 Feet under Soil, is now rais'd higher than the Superficies of the Fenns; so that the Floods that descend the Hundred Foot Cut in Winter, and constantly overflow the unimbank'd *South Level*, are hemm'd in and confin'd there all the Summer, and there stagnating; great Part of that Division of the Fenns is usually 3 Feet under Water at *May-day*.

Thus the Level of the Fenns which was before the Adventureship good and profitable Summer Land, has long been, and is now by means of their Works drowned and impoverished.

And the Adventurers have not only drowned the Fenns which they undertook, and stand oblig'd to drain, but also 60000 Acres of Land in *Marshland*, and the Hundreds of *Freebridge* and *Clackclose*, that were before their Undertaking rich Meadow and Pasture of greater Value than the whole *South Level* of the Fens.

The Petition of the Corporation of Rye to the Parliament, A. D. 1701.

THE Petitioners say That the Tide us'd to flow from the said Harbour up the River Rother Twenty Four Miles, whereby, and by the Reflex thereof, the Harbour was kept open, &c. But of late Years several Persons have Inne'd several Acres of Land, which belong to the said Harbour; and have built Flood-gates, and have made Crops Walls (or Copps,) which hinder the Tides from Flowing and Reflowing in the River Rother; whereby the Slubb (or Silt or Sea Sand) is stopped in the Harbour, so that there is not three Fathom at Low-water where there used to be Seven Fathom; and thereby the said Harbour grows worse every Year.

In the Year 1721 the Harbour of Rye was quite Choaked and that Corporation obtained an Act of Parliament for their relief.

The Act saith — That for preventing the utter Loss of the said Harbour, it is necessary to open the same, and to let the Tide have free Course thro' certain Sluices near the said Harbour call'd Scotch Flat Sluice and Cravan Sluice.

ADVERTISEMENT.

THE History of the Antient and present State of the Navigation of the Port of King's-Lynn, &c. and of Draining the Great Level of the Fenns, call'd Bedford-Level. With the Scheme to recover that Harbour and Drain those Fenns. May be had of Mr. Peter Potter, Bookseller in Chester.

Map of Lyn River

Sea



